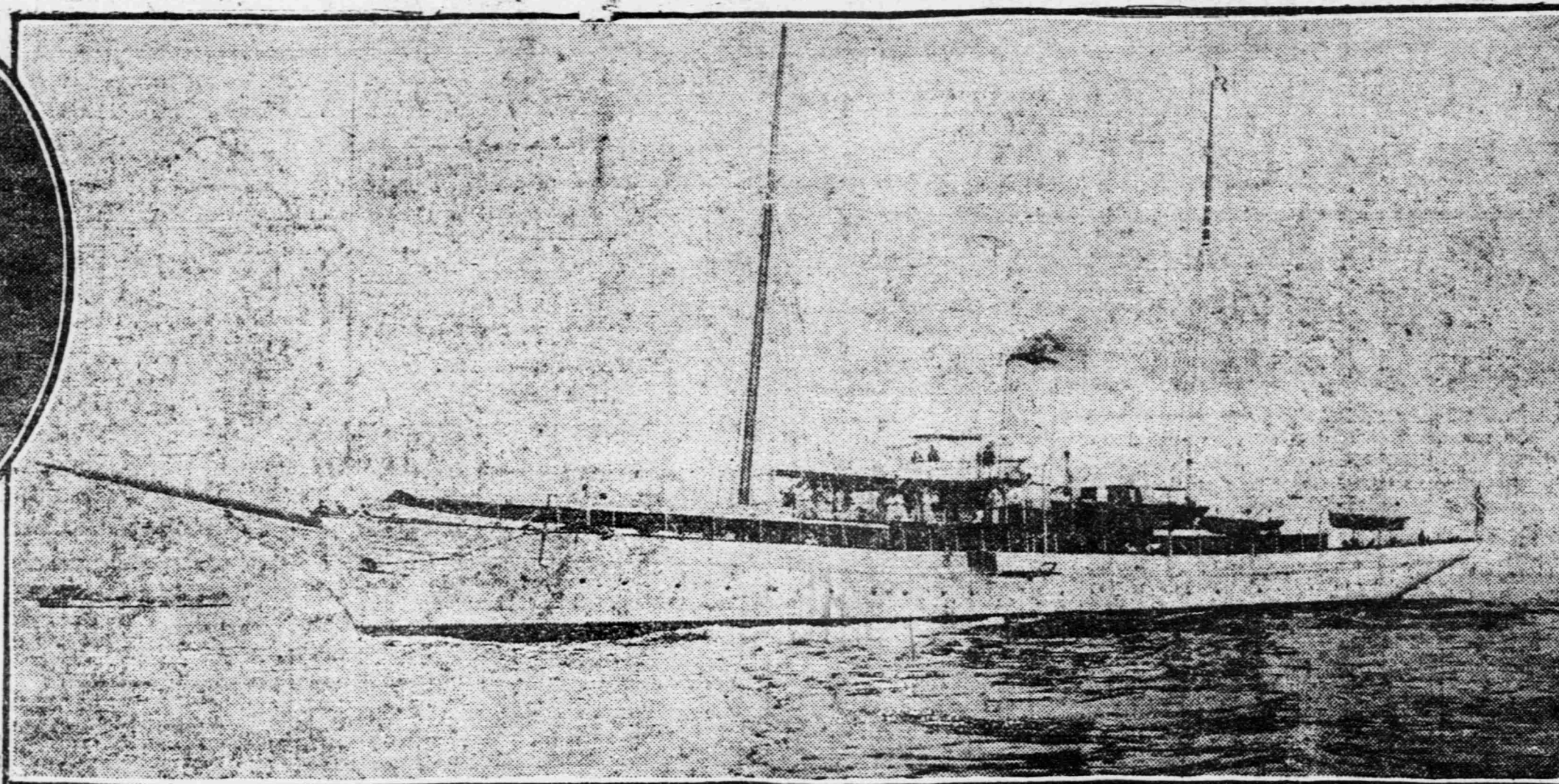


# Centennial Of The Steamboat At Jamestown Exposition



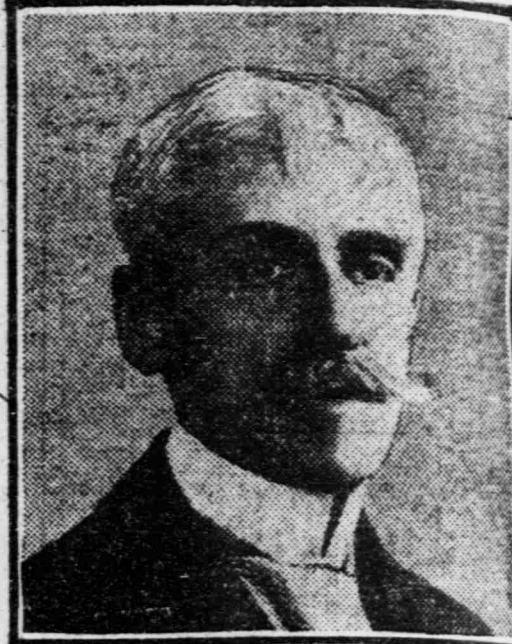
R. FULTON.



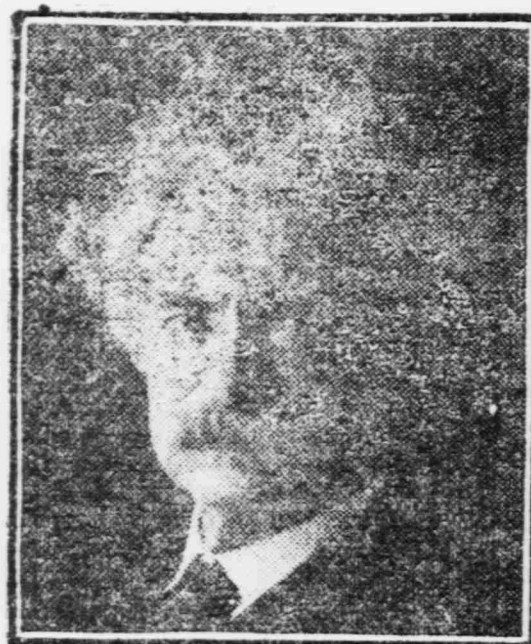
THE NORTH STAR.



C. VANDERBILT.



R. F. LUDLOW.



M. TWAIN.



R. FULTON'S CHILDREN.



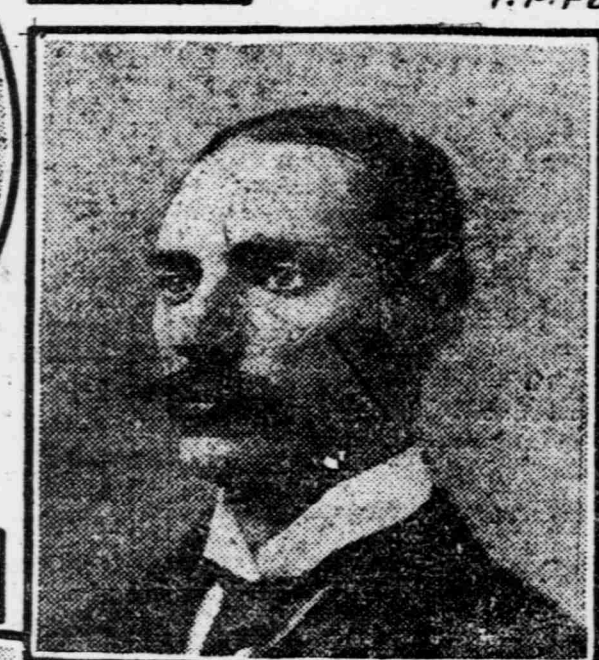
R. F. CUTTING.



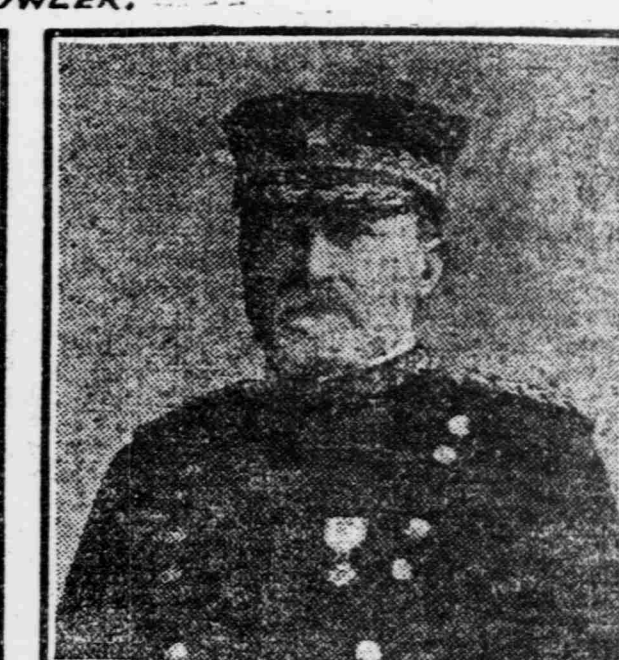
R. DELAFIELD.



T. P. FOWLER.



J. J. ASTOR.



GEN. GRANT.

## Celebration of Fulton's Invention

MARK TWAIN, CORNELIUS VANDERBILT, EX-PRESIDENT CLEVELAND TO VISIT THE EXPOSITION.

ROBERT FULTON MEMORIAL DAY

ONE OF THE GREATEST OF THE "COLONIAL CITY BY THE SEA"—GREAT REVIEW OF STEAMBOATS, SHOWING PROGRESS IN NAVIGATION.



W. H. FLETCHER.



H. G. MILLER.



I. GUGGENHEIM.



H. O. S. HEISTAND.



W. SCOTT.

WHEN the Warships, Yachts, Palatial Steamers, Freight Boats, Ocean Tramps, Whalebacks, Launches, Tugs and the hundred types of steam vessels parade in Hampton Roads at the Jamestown Exposition, September 23, it will be in memory of that peculiarly alarming side wheeler, "The Clermont," the child of Robert Fulton's brain, which began the onward movement in water transportation one hundred years ago.

At the foot of Broadway, New York, facing Battery Park, in a house known as No. 1 State street, and now devoted to the Seamen's Mission, were witnessed the last such as the Hippodrome, in New York scenes in the closing chapter of a remarkable life. Over the threshold where today pass hundreds who "go down to the sea in ships," was recently carried, in a February day of 1815, the body of Robert Fulton, who made so many of those ships possible, and the funeral cortege, passing up Broadway, bore the body to its long resting place in the tomb of the Livingston family in Trinity Church yard.

It has taken a full century from that date to bring about that public recognition of Fulton's great contribution to commerce, industry and other forms of human progress which takes the form of a national memorial monument. On the one hundred and forty-second anniversary of his birth, November 14 next, ground will be broken on the banks of the Hudson, in New York city, for a monument to the great inventor, the father of steam navigation, to which grateful Americans from all over the world will contribute. The monument will be one to command the attention of all nations and it is estimated that fully \$2,000,000 will be spent upon this memorial. To its credit, by consent of the surviving grandchildren, already given, will be transferred the ashes of the noted inventor of the steamboat.

HONORED BY THE ENTIRE WORLD

In this year 1907, the one hundredth anniversary of his success, the memory of Fulton is being honored by an international marine exposition in the city of Bordeaux, France, and a monument to his memory is to be erected in the city of Paris, where many of the inventor's experiments were made, and where his first boat was built as a model from which the Clermont was evolved. In addition to the New York ceremonies the event will be commemorated in America by a great marine review

at the Jamestown Tercentennial, on Hampton Roads, on September 23, which is to be known as Robert Fulton memorial day. This will be not only a national event, but the worldwide importance and time-enduring influence of Fulton's achievements are of such character that the representatives of all nations will participate in the celebration.

FULTON PAVED

COMMERCIAL WAY.

These noteworthy memorial recognitions on two hemispheres of the fame of the inventor who just a century ago placed the first steamboat on the Hudson are significant and gives the life story of Robert Fulton an interest possessed by that of few men of his day.

Like most of the great inventions, that of the steamboat was led up to by many vain struggles to realize an idea which had vaguely permeated the minds of various inventors. Two years before Fulton's birth in 1703, there had been a notable attempt to produce a steamboat on the Connecticut river, in Chester county, Pa. In 1784 James Rumsey's Potomac river "steamboat" failed, and was followed a year later by John Fitch's Philadelphia experiment. Nathan Road attempted a steam paddleboat at Danvers, Mass., in 1789. Experiments in steam navigation were also being made about this time in France.

The Clermont, launched in New York in August, 1807, was, however, the first unqualified success. In 1797, at the age of 32, after having experimented with many kinds of inventions, Fulton went to Paris, and there that year experimented on the Seine with a submarine explosive, to which he gave the name of torpedo. Then he built a submarine boat in which Napoleon took a passing interest, and which, on July 3, 1801, at Brest, had a fairly successful trial. But, much to his disappointment, neither France nor England would buy this invention, which now, after a century, is justified by

the importance which the submarine boat has assumed in naval operations.

But meantime Fulton had made the acquaintance of Robert R. Livingston, the American minister to France, who in 1793 had unsuccessfully tried to operate a steamboat at New York. Learning of Fulton's cleverness as an inventor, the diplomat proposed a partnership, with the ultimate purpose of securing the exclusive right to run steamers in New York waters. A boat built by Fulton and tried at Paris in 1803 was sufficiently promising, as a model, to warrant a more ambitious undertaking, and in 1807 Fulton returned to America to begin work on the Clermont, which took her name from Livingston's country seat on the Hudson. The boat was 140 feet long and 16 1/2 feet broad.

The story of the launching of the Clermont and of the excitement her appearance on the Hudson created is familiar to every school boy. By making a trip to Albany and back the possibility of a packet line was established, and from that day to this steamboat transportation between the capital and the metropolis of the State a commercial fact.

It was on this initial and momentous trip of the Clermont that the engagement of Miss Harriet Livingston to Robert Fulton was formally announced by Chancellor Livingston, the great jurist who administered the oath of office to George Washington as first President of the United States. This announcement was made upon the deck of the Clermont during the interesting hours of that first successful steam voyage. In a graceful speech, telling of the betrothal, the chancellor prophesied that "the name of the inventor will descend to posterity as that of a benefactor of the world, and it is not impossible that before the close of the present century vessels may be able to make the voyage to Europe without other motive power than steam."

Fulton not only built the first steam packet, but he also built the first steam ferry boat (the double-ender, steered at

either end), and the first steam sel, the Demologos, which was launched in 1814; he constructed the first of the steamers to ply between New York and the ports on Long Island sound, and he also designed the steamer that led the way to the commercial development of the great cities of the Middle West, which lie along the Ohio and the Mississippi.

It is not strange that with such a career of great achievement, Fulton's memory should, in a succeeding century, be perpetuated by Robert Fulton Monument Association, with Cornelius Vanderbilt as its president and Gov. Hughes on its committee on site. Perhaps no one has put the reasons for a monument to Fulton more pathetically than the first vice president of the association, Mark Twain. "I am sure," he says, "that but for Robert Fulton's genius and energy steam navigation would have remained in the egg centuries longer than it did. He made the vacant oceans and the idle rivers useful after the unprejudiced had been wondering for a hundred million years what they were for. He found these properties a liability; he left them an asset. It is the peculiar honor and privilege of our commercializing age to estimate this majestic service at its splendid and rightful value. The monument is deserved and it will be built."

THE GREAT REVIEW IN HAMPTON ROADS.

Many historical events in the national life have been fittingly commemorated at this great historical celebration, the Jamestown Exposition, and this feature of the tennennial has been kept prominent from the beginning. It is likely, however, that the observance of Robert Fulton memorial day on September 23 will be more elaborate and of deeper significance than any event of the kind in America in recent years. The fact that the Robert Fulton Monument Association is assisting in the celebration gives additional prominence to the great event.

Among the eminent members of this association who are lending their hearty cooperation to the Fulton celebration at the ter-centennial, and who will attend, are Cornelius Vanderbilt, the president; Richard Delafield, treasurer; Gen. Fred Grant, vice president; Mark Twain, vice president; Hugh Gordon Miller, second vice president; Robert Fulton Cutting, chairman auditing committee; Col. H. O. Heistand, chairman executive committee; Isaac Guggenheim, chairman finance committee; W. H. Fletcher, secretary; Robert Fulton Ludlow, grandson of Robert Fulton; John Jacob Astor, Walter Scott, Thomas P. Fowler, Gov. Charles E. Hughes, Richard

Watson Gilder, Melville E. Stone and hundreds of other prominent members of the monument association.

Appreciating fully what Robert Fulton has done to make the waterways useful, the program committee has decided that the celebration should be typical of what this great inventor has done for the world at large. This will be accomplished by the assembling in the waters of Hampton Roads, in front of the exposition grounds, all manner of craft propelled by steam, forming long lines of review on either side of the commercial channel and presenting a spectacular show unique in the history of navigation. The exhibit will include not only all kinds of present day craft, but vessels of other days will stand side by side in contrast with the battleships and other vessels of modern make, showing the evolution of the Fulton invention.

From every point flags and decorations will fly in the breeze and at night the illumination will present a scene of grandeur in harmony with the magnitude of the event celebrated.

Rear Admiral Harrington, in charge of naval events at the exposition, is already arranging the lines of anchorage for this review. In connection with this grand review of the "ships of the sea" there will be held formal ceremonies on the land, in the halls of the exposition, one of which has a seating capacity of 6,000.

Ex-President Grover Cleveland and Hon. Joseph H. Choate will attend as the guests of Mark Twain and will participate in the program. The President of the United States has been invited and may be present. On the program of exercises will appear many descendants of Robert Fulton, among those who expect to be present being Mrs. H. N. Cannon, the only living granddaughter of Robert Fulton, and R. Fulton Ludlow, a grandson.

In addition to these arrangements, which are preliminary and tentative, it is expected to make the event still more international in character by fixing September 23 as the date for King Edward cup races. These international yacht races have been set for September, and to put on the King's cup race for Robert Fulton day would be to give added interest to the celebration.

Parades and drills by naval and military bodies will also be features of Robert Fulton memorial day and special musical programs by famous orchestras and bands will add splendor to the occasion.

## A SEA BATTLE FOUGHT ASHORE

No show that has been built and launched within the last twenty years, to entertain world's fair crowds, has been so signally successful as "The Battle of the Merrimac and Monitor, devised by its originator, E. W. McConnell, for special exhibition at the Jamestown Exposition, on its Warpath, where it is now being viewed by thousands of visitors daily.

Recently, while visiting the spectacle, no persuasion on the part of a reporter, anxious to send in a good story covering the secrets of the mimic fight between the first two ironclads, would move Mr. McConnell into a consent to a visit behind the scenes. "However," he said, "I've no objection to your looking over the electrical plant which controls the big marine battle. I am only too happy to turn you over to Mr. Sweet, our director of electric mechanics, who will gladly show you what all experts agree is the largest electrical installation ever made for show purposes."

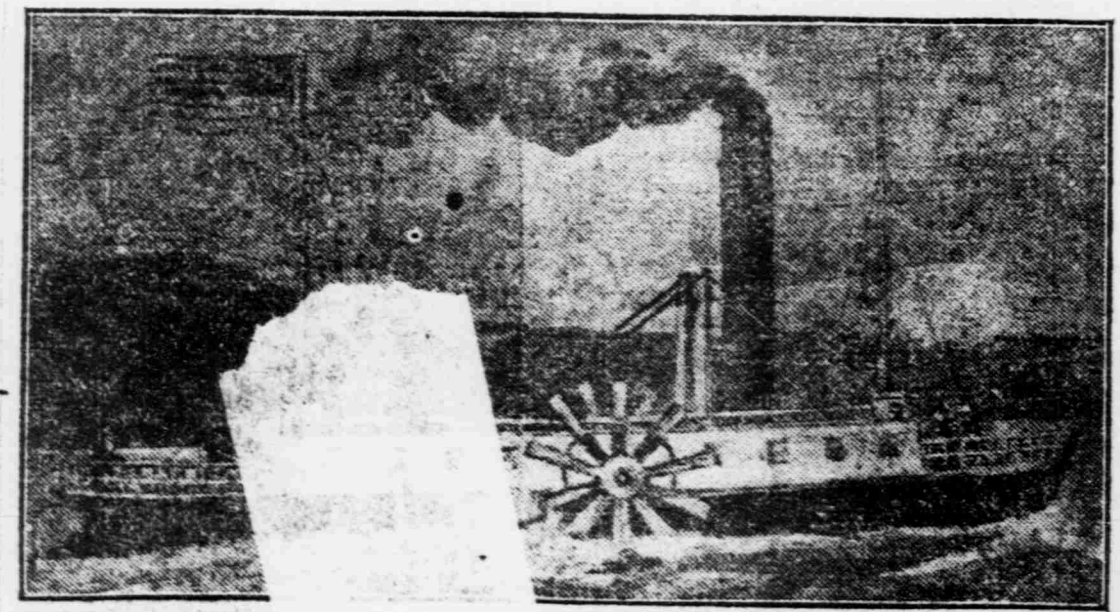
Mr. Sweet conducted the party into the great operating room, the sides of which were walled in slate and thickly studded with silver and brass mounted rods, levers, wheels and pulleys, and gutta percha handled switches.

"This," said Mr. Sweet, "is the main switch room of the Merrimac and Monitor." From here is directed every move of the boats and the electrical effects which beautify and add realism to the spectacle. Here I sit, like the officer in a submarine war vessel, seeing nothing actually of what transpires save through this (pointing to a peculiarly set brass mirror) which conveys a reflex of the whole action. It sounds singular, when one considers the tremendous part that sea fights have played recently in the world's history, how few of those who man the battleships are actual spectators in a naval encounter. Yet many of us see it only as I see this one. It is a fact that in this room are electrical appliances enough to operate three buildings, city. Twenty dimmers serve the purpose of lessening or increasing the strength of the burning of illuminating energy of some 5,000 lamps.

"You have seen the beautiful sunrise, sunset, the moon, its light and ripples on the water, and the terrific storm, with its rain and wind effects, with the skies fretted with forked freaks of Jove's anger and the tempest and tumult of the storm. It is these (here Mr. Sweet patted the switches and dimmers with a loving hand) that enable me to copy nature. How close we have reached this you who have seen the show ought to know.

"The Merrimac and Monitor, broadside, Cumberland, Congress, St. Lawrence, Minnesota, Hancock and the Confederates, gunboats are operated by thirty differential electrical motors, with armatures and field resistance to increase or decrease speed. It is these that make the motions of the boats seem real. Even the guns on the vessels are fired by this controller and its sparkers; all by electrical current. The moving of the waters, which many of our patrons say makes them seasick, is created by this switch, which controls an independent motor.

"You have wondered how we get the great storm effects. They are created by ten cloud machines, all operated by electricity. The clouds are photographed from nature. I cannot show them to you. They are among our greatest secrets." A total of sixty-one men, all expert electricians and stage workers, are required behind the scenes.



ROBERT FULTON'S STEAMBOAT "CLERMONT."